



ON GUARD

SAN FRANCISCO BAY GROUP 2

Group 2's Monthly Magazine

Welcome to On Guard

By Lt Col Noel Luneau, Public Affairs Officer
Group 2

Welcome to the second edition of the Group 2 Magazine - On Guard! This month we are focusing on our REIGNITE Celebration and Encampment.

We still have our regular sections of General, Cadet Programs, Squadrons, Emergency Services, Aerospace Education, Aircrew Professionalism and Safety, Education and Training and Diversity.

Job Openings. We are still looking for an editor for Cadet Programs, and assistant editors for all sections.

Article Submissions. This is your magazine so please contribute to it with short stories, photos, and short videos of your Squadron or event. We are looking for articles for the **September** edition, due 31 Aug 21. Please submit all articles to the Group 2 website [Here](#).

Also please tag Group 2 on Instagram, Facebook and Twitter and we will collect posts, stories and reels there. Instagram and Facebook - @civilairpatrolgroup2
Twitter - @CAPGroup2CA

The QR Code is a link to an online version with viewable video clips.



CONTACT US

ON GUARD MAGAZINE
eMail: noel.luneau@cawg.cap.gov

EDITORIAL STAFF

LT COL NOEL LUNEAU
Editor-In-Chief

OPEN
Editor Cadet Programs

CAPT VAN EMDEN HENSON
Editor Aerospace Education

1ST LT GEORGE LEDO
Editor Emergency Services

LT COL NOEL LUNEAU
Editor Aircrew Safety

1ST LT RICHARD WEST
Editor Education and Training

CONTRIBUTORS

Lt Col Luneau, Lt Col Edinboro, Maj Michelogiannakis, Maj Renwick, Capt Spears, Capt Breton, Capt Henson, Lt West, Lt Alvarez, C/Col Hoang, C/Maj Muthukumar, C/2d Lt Barragan, C/SMSgt Lee, C/SSgt Muresan and Mr. Colin Aro





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GENERAL

WING CONFERENCE
SEPT 29 – OCT 3

The California Wing Conference Staff have been hard at work preparing a huge comeback to in person events. We have 52 sessions ranging from Operations to Diversity, plus everything in between. This conference has one of the largest class lists we've had for conferences, so there's something for everyone! This will be a great learning opportunity for new Senior Members and more seasoned members alike.

You have 3 options: you can choose the full conference (\$165), classes only (\$100) or banquet only (\$85). You can invite guests to the banquet to take part in a delicious meal and see awards handed out to members that have gone above and beyond.

Registration for the Wing Conference is [Here](https://conference.cawgcap.org/):
<https://conference.cawgcap.org/>



NAT. CONFERENCE
AUG 12 – AUG 14

FROM NHQ PROPS

It's time once again for the most exciting event of the year, Civil Air Patrol's 2021 Virtual National Conference.

Last year's event saw more than 10,000 members come together online to connect, learn and celebrate. This year, in celebration of our 80th anniversary, CAP is looking back on its Proud Past and forward to Envisioning the Future.

Many thanks to our sponsors and command team for making this possible. Although Early Bird Registration expired on July 12, there's still time to register and enjoy the conference.

Just click the blue button to the right to register. 1941history2021 is the access code you'll use to sign up.

Registration for the National Conference is [Here](#).

2021 CALIFORNIA WING CONFERENCE

HYATT REGENCY
1209 L St, Sacramento, CA 95814

SEPTEMBER 29 - OCTOBER 3

JOIN CALIFORNIA WING AT THE HYATT REGENCY IN SACRAMENTO FOR OUR ANNUAL WING CONFERENCE!

CONFERENCE HIGHLIGHTS

- ✓ 52 Classes
- ✓ Discounted Rooms
- ✓ Annual Banquet
- ✓ Commander's Reception
- ✓ Pool Party
- ✓ Steps from the Capital

REGISTER NOW
[Conference.cawgcap.org](https://conference.cawgcap.org)



REIGNITE CELEBRATION



**LIVERMORE AIRPORT
17 JULY 2021**



REIGNITE CAP CELEBRATION

**BY LT COL NOEL
LUNEAU**

On Saturday, July 17th, 2021, San Francisco Bay Group 2 of Civil Air Patrol held a REIGNITE celebration to honor the resiliency of our members and families over the past year, to welcome our return to in-person training and activities, and to display to our members and visitors different aspects of CAP's three missions: Aerospace Education, Cadet Programs, and Emergency Services.

Civil Air Patrol had been meeting virtually since early March 2020 using virtual software like Microsoft Teams and Zoom, and only started to meet in person last month. Approximately 160 cadets, adult members, parents, and visitors attended this celebration at the Livermore Airport.

The attendees represented our Squadrons in the cities of Livermore, Concord, San Francisco, Oakland, Hayward, Palo Alto, San Carlos, San Jose, and Watsonville and all parts of the Greater San Francisco Bay Area.



Cadets and Senior members in formation for the celebration opening.
CAP photo by Lt Col Ken Sturgill, CAWG



Squadron 44's Color Guard on parade.
CAP photo by Lt Col Ken Sturgill, CAWG



Lt Col Ken Sturgill says hello to members lining up for food.
Video by Lt Col Ken Sturgill

Activities for the day were centered around "Food and Fun." They included orientation flights in CAP aircraft, Aerospace Education activities with fun quizzes and demonstrations, a color guard demonstration followed by training, and a practice beacon hunt competition. Morning activities were repeated in the afternoon so that all members and guests could participate in all activities. Lunch was a highlight with CAP members lining up for tasty burgers and hot dogs. Coffee was kindly provided by Livermore Farmers Market favorite Roland Feldmier from Airborne Roasting.

Continued...

REIGNITE CELEBRATION

REIGNITE CAP CELEBRATION

**BY LT COL NOEL LUNEAU
 ...CONTINUED**

In addition, several VIPs attended, including California Wing's Chief of Staff Lt Col Tammy Sturgill and California Wing's Inspector General Lt Col Ken Sturgill. "It was awesome to see everyone from group 2 coming together and enjoying the activities and great food," said Lt Col. Tammy Sturgill.

Group 2 Commander, Lt Col Shawn Lawson mentioned that "This activity brought together some of the best in Group 2. The level of collaboration, dedication, and passion required of the various staff officers to plan and execute this event is nothing short of daunting. I am proud of what we accomplished and in seeing our members step outside their comfort zones to learn something new. This activity was the catalyst needed to lead our organization out of the pandemic and instill a greater sense of community."

The REIGNITE logo was designed with inspiration provided by the Cadets that comprise our Cadet Advisory Council (CAC) - a group of young adults that advise and recommend changes to the Group Commander on cadet-related matters. The phoenix represents rebirth and renewal, the colors represent the fire of hardship and adversity our members endured over the last year while ensuring the continuation of operations, and "Reignite" has dual significance; the phoenix symbolically rises from the ashes, but this activity also exists to reinvigorate our members.



Cadets take part in a fun beacon hunt in Livermore Airport
 CAP photo by Lt Col Ken Sturgill, CAWG



Cadets and guests participate in Aerospace Education by building catapults
 CAP photo by Lt Col Ken Sturgill, CAWG



Cadets learn about the CAP aircraft before taking an Orientation Flight.
 CAP photo by Lt Col Ken Sturgill, CAWG



CAP424 taxiing in after a Cadet Orientation Flight.
 CAP video by C/SSgt Rishi Kutty, CAWG

REIGNITE CELEBRATION



Cadets and Senior members in formation for the celebration opening.
CAP photo by Lt Col Ken Sturgill, CAWG



Members enjoy yummy food!
CAP photo by 2d Lt Jose Alvarez, CAWG



Group 2 CC Lt Col Lawson, with CAWG/COS Lt Col Tammy Sturgill and CAWG/IG Lt Col Ken Sturgill.



Group 2's new Recruiting Booth.
CAP photo by Lt Col Ken Sturgill, CAWG



Cadets and guests participate in Aerospace Education by building catapults
CAP photo by Lt Col Ken Sturgill, CAWG



Cadets take part in a fun beacon hunt at Livermore Airport.
CAP photo by Lt Col Ken Sturgill, CAWG



Squadron 44 Color Guard teaches other cadets color guard drill.
CAP photo by Lt Col Ken Sturgill, CAWG



Cadets learn about the CAP aircraft before taking an O-Flight.
CAP photo by C/SSgt Rishi Kutty, CAWG



Cadets learn about the CAP aircraft before taking an O-Flight.
CAP photo by C/SSgt Rishi Kutty, CAWG

ENCAMPMENT



ENCAMPMENT WRAP-UP

CWCAC NEWSLETTER #2
C/MAJ MUTHUKUMAR
C/COL HOANG
C/2D LT BARRAGAN

This year, from June 29th to July 6th, CAWG held its first encampment since 2019, which overall was a huge success. Over 160 cadets from across the wing graduated as members of the Cadet Training Group (CTG), and over 140 cadre and senior staff served at the event. All participants and staff had an outstanding time, and look forward to next year's encampment!

Held annually at Camp San Luis Obispo, CAWG Encampment is a week-long event that seeks to standardize training and build the leaders of tomorrow through numerous challenges. From participating in Physical Training, studying in classes, drilling everywhere, working as a team, and striving to meet the standard, encampment is an intense, yet rewarding experience, and is highly recommended for all cadets wanting to further develop themselves and eventually receive the Billy Mitchell Award.

Should you have any questions, please email ctg@cawgcadets.org

Here was the executive cadet cadre for the 2021 Summer Encampment:

- C/Col Andrew Hockel - CTG Commander
- C/Col Luca Hoang - CTG Deputy for Operations
- C/Lt Col Zoe Hines - CTG Deputy for Support
- C/1st Lt Varsha Penumatsa - CTG Superintendent
- C/Lt Col Abigail Lee - CTG Curriculum and Planning Officer
- C/Capt Leon Zhao - CTG Safety Officer
- C/1st Lt Spencer Wong - 148th CTS Commander
- C/Maj Jesse James II - 149th CTS Commander
- C/1st Lt Aidan Peck - 150th CTS Commander
- C/1st Lt Christian Colabella - CTG Chief of Staff
- C/CMSgt Maximus Davenport - Director of Administration
- C/1st Lt Erick Gonzalez - Director of Logistics
- C/MSgt Ivan Zhivaga - Director of Public Affairs
- C/Lt Col Christian Zoutis - Director of Mess



CAWG cadets at Encampment.



Squadron 36 cadets at Encampment.



Cadets wait for the bus before encampment. Pictured from left to right are C/SSgt Martin, C/Amn Delgado, (both in Sqn 44) C/Amn Curnal, (Sqn 18) C/2dLt Amato, C/CMSgt Wang, (both Sqn 156) C/Amn Curnal, (Sqn 18) C/SSgt Paterson, and C/CMSgt Telli (both Sqn 156) Photo by Mr. Michael Hurder

ENCAMPMENT

ENCAMPMENT STAFF

BY C/SMSGT BENJAMIN LEE

C/SMSGt Benjamin Lee served as a Public Affairs NCO at this year's encampment. As a PA NCO, he was responsible for taking photos and videos of Encampment. He would then properly sort through the photos and either post them on social media or put them into the week book.

Reflecting upon his service after encampment he realized one aspect that he didn't expect about the position, is the impact it had on him. He said "I was able to experience and get used to a professional work environment which is something I've never done and made some amazing friends who I got to know on a professional and personal level."

He also mentioned that "staffing Encampment on the support side was an amazing opportunity which I'll always miss and cherish, as it has opened my eyes to new avenues in photography and given me the opportunity to meet some amazing people."

C/SMSGt Lee shared three images with On Guard that feature Group 2 cadet staff.



C/2d Lt Nascimento (Sqn 86) gives direct feedback to a student on their drill performance.
CAP photo by C/SMSGt Benjamin Lee, CAWG



C/Capt Leon Zhao (Sqn 192), the Encampment Safety Officer watches cadets practice for their final parade formation.
CAP photo by C/SMSGt Benjamin Lee, CAWG



CC/Col Andrew Hockel (Sqn 44) and C/Capt Varsha Penumatsa (SQ18) grade and watch cadets during the group drill competition between the best performing flights in drill and ceremonies.
CAP photo by C/SMSGt Benjamin Lee, CAWG

ENCAMPMENT



Maj Tim Albert, Encampment Commander, speaks to encampment staff.
Photo by Mr. Michael Hurder.



C/2d Lt Carter Wong (SQ86), processes a cadet during the cadets' first real taste of encampment, the in-processing phase.
CAP photo by C/SMSgt Benjamin Lee, CAWG



Guidons resting before use at encampment.
Photo by Mr. Michael Hurder



Cadets assemble at encampment.
Photo by Mr. Michael Hurder.



CAWG's new Mobile Kitchen.
Photo by Mr. Michael Hurder.

ENCAMPMENT



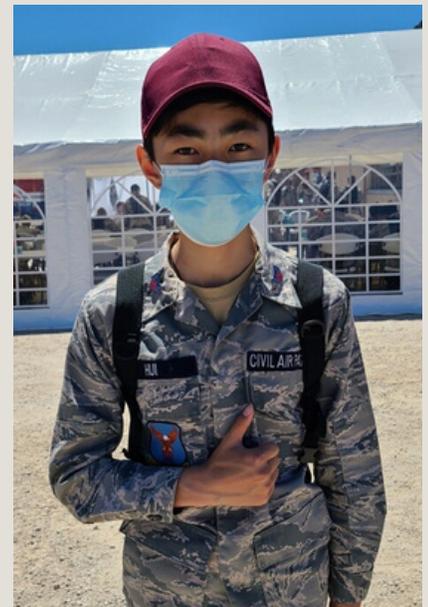
2nd element, 2nd cadet: C/Amn Harrison Wong.
CAP photo by 2d Lt Larry Wong, CAWG



C/MSgt Ainsley Wong at encampment.
CAP photo by 2d Lt Larry Wong, CA



Cadet Kenneth Tang, C/MSgt Toby Lee, C/Amn Harrison Wong,
Cadet Dakota Yang.
CAP photo by 2d Lt Andrew Ceronsky, CAWG



C/MSgt Toby Lee on left and C/TSgt Andrew Hui. on right.
CAP photo by 2d Lt Andrew Ceronsky, CAWG

THOUGHTS ON ENCAMPMENT

BY C/SSGT GRACE MURESAN

Going to encampment was one of the best decisions I've ever made. I didn't think that just one week could change my life to such an extent. I've never made such close bonds with people so quickly as my fellow flight members, and I learned so much about leadership, aerospace, and how things work in CAP. I'd recommend encampment to anyone passionate about self-improvement. After such a difficult, emotionally exhausting year, I personally feel that encampment rejuvenated my motivation and spirit and I'd even go as far as saying it gave me a fresh outlook on life.

CADET PROGRAMS

C/COL WINSTON MAA ACHIEVES THE SPAATZ AWARD

C/Col Maa discovered CAP through airshows at a very young age, and as soon as he turned 12 in 2015 he joined Jon E. Kramer Composite Squadron 10 in Palo Alto, where he has served there his entire CAP career. C/Col Maa has served at all levels of squadron staff and attended and staffed multiple wing and region events, most recently as a student at the first PCR Virtual RCLS and as the Cadet Commander of the first Virtual DCS. He also attended his first NCSA this summer, graduating from the SWR Powered NFA, earning his solo wings. C/Col Maa currently serves as the Group 2 Cadet Advisory Council Chairman and Representative to the CAWG CAC.

Outside of CAP, C/Col Maa has rowed competitively for 5 years and hopes to continue in college. During that time, he won a gold medal at the US Rowing Southwest Regional Youth Championships and had the privilege to attend and compete at the US Rowing Under 17 National Championships in Camden, New Jersey. He also frequently travels to South Africa to perform volunteer service, most recently helping to refurbish a rural school. While he used to play music competitively, even taking home 2nd place at the US Open Music Competition, he is now simply an enthusiast who plays and listens casually for fun and enjoyment.



C/Col Winston Maa

WHAT IS THE SPAATZ AWARD?

The General Carl A. Spaatz Award is Civil Air Patrol's highest cadet honor. It is presented to cadets who have demonstrated excellence in leadership, character, fitness, and aerospace education.

Cadets qualify for this prestigious award after devoting an average of five years to progressing through sixteen achievements in the CAP Cadet Program. Along the way they develop self-discipline, a strong sense of personal responsibility, the ability to lead and persuade, and the foundation necessary for pursuing a career in aviation, space, or technology.

The Spaatz.org website has some great info on the Spaatz award [Here](#).

The final step a cadet must complete to earn the Spaatz Award is a rigorous four-part exam consisting of a challenging physical fitness test, an essay exam testing their moral reasoning, a comprehensive written exam on leadership, and a comprehensive written exam on aerospace education. Upon passing the Spaatz Award exams, the cadet is promoted to the grade of cadet colonel.

The Spaatz Award is named in honor of Carl "Tooney" Spaatz, the first Chief of Staff of the United States Air Force. One of the giants in the history of air power, in 1929 Spaatz, together with another pilot, set an important flight endurance record of 150 hours and 40 minutes in the early days of aviation. During World War II, he commanded the Allied air campaign against the Nazis. In the Pacific Theater, the atomic bombing of Hiroshima and Nagasaki took place under his command. After retiring from the Air Force, General Spaatz served as the first chairman of the Civil Air Patrol National Board. General Spaatz later authorized the use of his name on the highest Civil Air Patrol cadet award.

On average, only five cadets in one thousand have earned the Spaatz Award since its inception in 1964.

Spaatz Cadets are expected to serve as role models for junior cadets and become leaders in their communities as they enter adulthood.

CADET PROGRAMS

SQUADRON 86 BIVOUAC

BY LT COL GRACE
EDINBORO

Over the weekend of 31 July to 1 August, cadets from Squadron 86 were joined by one cadet from Squadron 13 and some Boy Scouts and family members in a bivouac at their squadron's base, a National Guard Armory in San Francisco. This overnight training exercise was the first overnigher the squadron has sponsored, but it won't be the last. The squadron's goal is to get the cadets to a campground to enjoy a full field camping experience with a focus on emergency services training.

Over the weekend, the cadets enjoyed a wide range of activities. They got certified in CPR and use of AEDs, learned how to use a lensatic compass and employ a pace count, how to use a portable direction finder, learned how to use proper radio communications procedures, and safely fired a laser pistol at a target. They enjoyed eating MREs (Meals Ready-to-Eat) for lunch and a campfire (with smores) on Saturday night.

On Sunday, they participated in a ground search and rescue mission where they successfully found the victim (a simulated downed pilot), administered first aid, and evacuated him down the beach. Finally, they flew drones (unmanned aerial vehicles) and learned how to view and record video in possible emergency situations.

Cadet officers and NCOs shared their experience and oversaw the various training operations. Herding the younger Boy Scouts and family (several of whom are now interested in joining CAP) was a great leadership challenge! The activity also benefited from the participation and mentorship of numerous senior members. Special thanks from everyone to our cooks, Capts Bob Nadeau and Wly Anderson. Col George Ishikata, Commander of the Pacific Region and formerly a member of Squadron 86, and Col Ken Parris. CAP Chaplain and former California Wing Commander assisted in the first aid training.

Thanks, too, to Squadron 44 for the loan of their direction finder (cheese block), and to Squadron 80 for the loan of their beacon – it was the first time Squadron 86 cadets were able to train on this equipment.

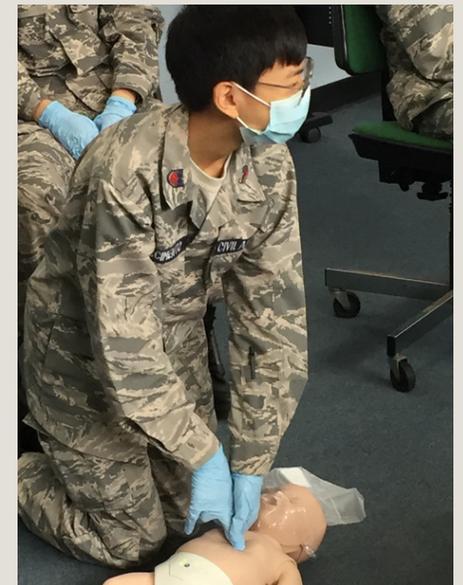
For a first bivouac, it was quite an experience, and the cadets came away motivated to continue this exciting training both during squadron meetings and at our next bivouac, planned for October.



Ground team members C/AB Isaac Garcia (Sq 13), Dominic Wong, C/Amn Harrison Wong, C/AB Andrew Ham, C/AB Aaron Ling, and C/2d Lt Emmanuel Nascimento evacuate simulated victim C/2d Lt Carter Wong to safety.
Photo by Lt Col Grace Edinboro.



C/Amn Harrison Wong and C/MSgt Ainsley Wong look on and assist while Evan Wong practices CPR.
Photo by Lt Col Grace Edinboro.



C/TSgt Peter Nascimento gives chest compressions to an infant manikin.
Photo by Lt Col Grace Edinboro.



C/AB Isaac Garcia (Sq 13) practices shooting a laser pistol while C/SSgt Emily Loo, 2d Lt Larry Wong, C/AB Aaron Ling, and C/A1C Benjamin Chow look on.

CADET PROGRAMS



QUALITY CADET UNIT AWARDS

CWCAC NEWSLETTER # 2
C/MAJ MUTHUKUMAR
C/COL HOANG
C/2D LT BARRAGAN

Our main tip to current and newer squadrons is to ensure that each cadet knows that they have a place in Civil Air Patrol and that they are offered every opportunity possible to grow.



Hi, I'm C/1st Lt Daniel Lawrence, the incoming Cadet Commander of John J Montgomery Memorial Cadet Squadron 36.



I'm C/Maj Patil, Jon E. Kramer. Composite Squadron 10's Cadet Commander.

We typically have between 25 and 30 cadets at each of our meetings, and we currently have 39 on the roster. Our cadet staff, split up into an Alpha Flight and a "training" Tango Flight, regularly work with cadets through our weekly flight meetings and on their own time to ensure that cadets can engage in every opportunity given to them by CAP. We take advantage of this close relationship between all of our cadets to motivate them to pursue not only opportunities in Leadership, but also Aerospace and Emergency Services. This idea of empowering our cadets to do whatever they wish to do in CAP led us to earn California Wing's Squadron of Merit Award last year.

We have approximately 49 cadets and 16 senior members, with about 90% attendance at each meeting. Each week we learn about leadership, aerospace, character development, and emergency services. To make these classes fun we include interactive labs and guest speakers, along with breakout sessions to give cadets a great online learning experience. We also allow for flight time where flight staff help cadets work on promotions, learn about Aerospace careers, and advance in their leadership journey in Civil Air Patrol. Our Squadron motto is "Exceed the Challenge!"

This has earned us CAWG's Quality Cadet Unit Award, because we always have the goal of overcoming whatever challenges we face.

Our advice is to carry on learning, reach out to guest speakers who can inspire your cadets to pursue careers, and be innovative as a squadron to surmount obstacles during these unprecedented times. As always; "Exceed the Challenge!"



Hi! I am C/2d Lt. Thomas Durling, Cadet Commander of Diablo Composite Squadron 44 located in Concord.

We are a squadron composed of about 44 Cadets and 32 seniors. Squadron 44 holds a long legacy of high-performing, high-achieving with quality training and leadership being applied at every meeting. I am proud to continue to preserve that legacy with my excellent cadet staff for the future cadets of our squadron.

Our cadets also have a large presence at California Wing activities; either attending as students or applying the leadership skills learned here to serve on staff. Covid has made retention and morale a very difficult challenge to keep up; our advice during this time is to give cadets enough contact with each other during meetings. This encourages the growth of the flight identities and boosts the overall morale of the squadron. Always strive for excellence and leave no challenge unchallenged.

CADET PROGRAMS

QUALITY CADET UNIT AWARDS

CWCAC NEWSLETTER #2
 C/MAJ MUTHUKUMAR
 C/COL HOANG
 C/2D LT BARRAGAN
 ...CONTINUED



Hi, my name is C/2d Lt Carter Wong, cadet commander of San Francisco Cadet Squadron 86.

Our squadron has grown over the past year, and we now have about 27 cadets and 19 senior members. Weekly, about 18 to 20 cadets show up including the occasional prospective cadet. Our senior attendance is a bit lower, with about 5 or 6 showing up every week. The activities for the meetings vary, but typically, we will have a block dedicated to classes teaching physical training, aerospace, emergency services, or character development.

We also try to include a block for leadership training which includes drill, cadet-led classes, and teamwork exercises. Our squadron is always striving for excellence in all we do, and that shows both at weekly meetings and larger state-wide events; for the past three Ultimate Bear and Wings Challenges, our squadron has taken home the spirit stick. Our advice to any aspiring squadrons is to always remember that your squadron is a team. It's important to work together to truly succeed. Excellence in Action!



Hello, I am C/2d Lt Arsh Muhib and I am the Bravo Flight commander at the Tri Valley Composite Squadron 156 in Livermore, CA.

We have around 33 cadets and 25 senior members. Our average attendance is around 70 percent. Every week, we have a different set of classes that are taught. For example, the first week is focused on leadership and the second week is focused on aerospace education. However, before each meeting, we have a 15-20 minute time slot allotted towards flight time where we can address any concerns for the cadets and get to know them better. If a month has a fifth week, we use that meeting to play games and bond with our flights. We always tell the cadets that it is "their squadron" and that staff shouldn't be the ones making the decisions all the time.

We take the feedback that the cadets give very seriously. Because of this, we have earned the quality cadet unit award. Some advice our squadron takes into consideration is to keep on "persevering and try to go above and beyond your normal capabilities."



What is the Quality Cadet Unit Award?

Any cadet unit that displays strong program fundamentals can earn the Quality Cadet Unit Award. This award motivates squadrons to pursue goals that will inevitably lead to their having a vibrant Cadet Program. The award is purely objective. Cadet and composite squadrons who meet the challenging criteria below automatically earn the award. The award can serve as a helpful management tool. Local leaders can use its award criteria to gauge the relative health of their Cadet Program. Wing leaders can use the program data to identify squadrons that are flourishing, and perhaps use leaders of those outstanding units to mentor leaders in nearby units that did not earn the award.

More Information can be found on the NHQ website [Here](#).

CADET PROGRAMS

2021 ULTIMATE BEAR AND WINGS CHALLENGE

CADET PROGRAMS
17-19 SEP, 2021

Save The Date!

Ultimate Bear & Wings Challenge is happening Sept 17-19th!

Prepare your teams! Team Registration to open late July. Staff applications to open on July 5th.

More information to come [Here](#):

In 2010, cadets of the California Cadet Advisory Council (CAC) worked to develop an event that was not training focused but one that aimed to have cadet and seniors come together to socialize and have fun. The initial concept was voted on and approved by the cadet council and then sent to the Wing Commander where it was also approved. The cadets involved in its creation continued to develop the program.

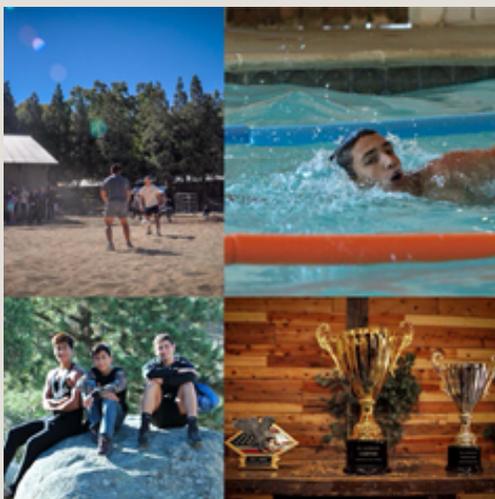
In 2011, CAWG held its first UBWC at Vandenberg AFB, where it has continued every year since. Throughout development and the years of execution the mission and priorities of the activity have not changed.

Priority #1: For Cadets and Senior members from local squadrons to come together at a Wing level activity to socialize and have fun, to renew relationships built at other activities, and to create new relationships that will last for a lifetime.

Priority #2: The competition.

2021 Ultimate Bear & Wings Challenge
SAVE THE DATE!

Posey, CA **17-19 Sept 2021**



CADET PROGRAMS



LEARN TO FLY

BY CAPT JOE SPEARS

Many of our cadets join Civil Air Patrol for the opportunities that it gives to jump-start a career in aviation. For cadets who are interested in one of the many flight scholarships available (including the CadetInvest scholarships that will open in the fall), one way to be more competitive is to complete the FAA Knowledge Test.

To take the FAA knowledge test, students must complete a study course either in a classroom or through one of many multimedia presentations. Our cadets are eligible for the Sporty's Pilot Shop "Learn to Fly" course for free (which is a \$249 value). In addition, your fee for the FAA knowledge test is reimbursable.

CAP is partners with EAA, the Experimental Aircraft Association. When cadets complete their first CAP orientation flight, EAA considers them one of their "Young Eagles."

A cadet's status as a "Young Eagle" comes with zero obligations, but some great benefits, including:

- FREE access to Sporty's Learn to Fly Course (\$199 value)*
- FREE first flight lesson (\$130 value)**
- FREE Soaring Society of America Cadet Membership
- FREE admission to 400+ science and technology museums
- FREE Academy of Model Aeronautics Student Membership
- FREE electronic copy of EAA Sport Aviation magazine
- FREE access to EEA Virtual Flight Academy - Stage One: Fundamentals of Flight (\$29.95 value)
- Access to valuable flight training awards, education scholarships, and Air Academy camperships

For more information, please visit the CAP Cadets & Young Eagles webpage on the NHQ Website.



CURRY BLUES VOUCHER

BY CAPT JOE SPEARS

The Curry Blues Voucher provides cadets with a \$100 credit to assist them in purchasing the "blues" uniform upon their earning Achievement 1, The Curry Ribbon.

How the Curry Blues Voucher Works:

- Within 5 days of officially completing Achievement 1, cadets receive an email from Vanguard containing their voucher.
- Vouchers take the form of a \$100 credit at our uniform partner,
- Cadets may use their vouchers to purchase items relating to the "blues" uniform.
- Curry Blues Vouchers expire 45 days after issuance.
- Please contact Vanguard if you need to exchange an item.

For more information, visit the [Curry Blues Voucher](#) program web page.



CADET PROGRAMS

CADET TESTING AT HOME – ACHIEVEMENT 1

BY CAPT JOE SPEARS

One of the most intimidating things that our new cadets often must do when they start is to use our online testing system to complete their tests to promote. Although cadets and parents can request paper copies of tests, and we can administer tests during squadron meetings, cadets are empowered to use the online testing portal through their account at <https://capnhq.gov>.

After completing our “Great Start” orientation program, we encourage cadets to complete their first tests and earn their Curry Ribbon and first promotion. For their first promotion, cadets are only tested on the Leadership materials. To take the leadership test, our new cadets can follow this process:

1. Review Chapter 1 of their Learn to Lead books. Volume 1 of Learn to Lead, which was sent in the “new cadet packet” mailed to all new cadets, has three chapters. Cadets will take a test on only one chapter at a time.

Many cadets prefer to study the content in different formats. Our national headquarters publishes audio versions of the Learn to Lead series at the cadet library (and has digital copies of the books here as well). The web address for the cadet library is here: <https://www.gocivilairpatrol.com/programs/cadets/library/l2l>

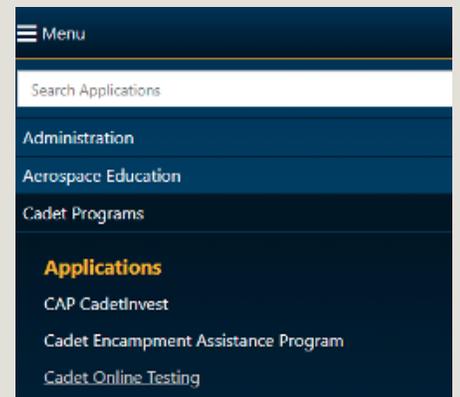
I also recommend using a couple of helpful YouTube channels. Redberryweo’s channel has a video on Chapter 1 here: <https://www.youtube.com/watch?v=aPFsIHv7bOs&pp=sAQA>.

Likewise, Holly Fieglein’s channel has a video on online testing here: <https://www.youtube.com/watch?v=jtQItLVc5lY&pp=sAQA> as well as a video titled “How to Study the CAP Leadership & Aerospace books”

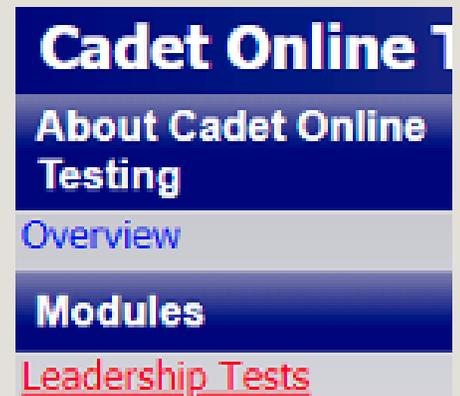
Both YouTubers are former Spaatz cadets and have dozens of videos to help cadets.

2. . When cadets are ready to test, they can log into the online testing portal that we call “eServices” at <https://capnhq.gov>

3. After logging in, you can open the menu in the upper left corner and go to Cadet Programs -> Cadet Online Testing:



4. Select “Leadership Tests”:



5. And the Chapter 1 test will be here:

Test Name	Time Limit (minutes) #
Leadership_Chapter_1_Test	30

6. Once the test is completed, the squadron is notified automatically.

SQUADRONS



SQUADRON 10 PALO ALTO

ENCAMPMENT 2021

Congratulations to Squadron 10's newest Encampment graduates- C/SSgt Grace Muresan, C/SrA Esme Chen, C/A1C Kai Kapur, and C/Amn Djoni Muresan!



SQUADRON 18 HAYWARD

ENCAMPMENT 2021

Missing one cadet in this photo! Sq18 had 12 Graduate from 2021 CTG Encampment! 1 Cadet On Staff and 1 Senior Member on Staff! Great job everyone!



SQUADRON 13 WATSONVILLE

GROUP 2 COMMANDER VISITS JUL 13, 2021

Lt Col Lawson visited Sq 13 for last night's cadet and senior meeting.

The Squadron did some UDF work. Visiting former cadet commanders assisted with the UDF training. One is now in the Air National Guard and the other is a USAF Academy cadet.

Guest speaker. Dr. Ronald Giachetti, Professor of Systems Engineering at the Naval Postgraduate School, gave a presentation on the art and science of aircraft design.



SQUADRON 36 SAN JOSE

FIRE DEPT. DEMO JUL 27, 2021

On July 27, 2021, Squadron 36 was visited by Fire Associates of Santa Clara Valley (FASCV) which 2d Lt Bill Winters and I are members of. Bill organized the event last night to show cadets what is involved, what they equip their vehicles with, and how they respond to events.

FASCV is a firefighter rehab all-volunteer group that directly supports firefighters at larger events such as 2 alarm or wildland fires where there are multiple units from several houses. They provide cold drinking water, snacks, and, for long fires, full meals. A good example of their services was during the McCarthy Blvd fire earlier in the week before visiting Squadron 36. FASCV was there for over six hours making sure the Milpitas, San Jose, and CalFire firefighters were hydrated. They then went to a local taqueria and bought 150 burritos for the firefighters' dinner.



SQUADRONS



SQUADRON 44 CONCORD

CHANGE OF COMMAND JUL 12, 2021

Lt Col Shawn Lawson, Group 2 Commander, officiated at the Diablo Composite Squadron 44 Change of Command ceremony in Concord.

Lt Col Chris Suter completed his tenure as the interim Squadron Commander and was succeeded by 1st Lt Linda Fealy.

Congratulations, Lt Fealy, and thank you for your service as interim Squadron Commander, Lt Col Suter!



SQUADRON 80 SAN JOSE

PROMOTIONS

San Jose Senior Squadron 80 congratulates three of our members for being promoted this week:

2d Lt Aaron Huffman to first lieutenant on 19 July; SM Olivier Beraut to second lieutenant on 19 July; and SM Erick Lauren to first lieutenant on 23 July for mission-related skills (FCC General Radiotelephone Operator License)

Congratulations Lieutenants!

San Jose Senior Squadron 80 welcomes Brad Guerke as our newest member.



SQUADRON 86 SAN FRANCISCO

BIVOUAC JUL 31-1 AUG, 2021

Over the weekend of 31 July to 1 August, cadets from Squadron 86 were joined by one cadet from Squadron 13 and some Boy Scouts and family members in a bivouac at their squadron's base, a National Guard Armory in San Francisco. This overnight training exercise was the first overnight the squadron has sponsored, but won't be the last. The squadron goal is to get the cadets to a campground to enjoy a full field camping experience with a focus on emergency services training.

See article on Page 12.



SQUADRONS



SQUADRON 156 TRI-VALLEY

ENCAMPMENT 2021

What an amazing way for our cadets to "return to normal". Congratulations to our squadron's 2021 encampment graduates and to all of the graduates from our first post-pandemic encampment!



CAP STEM ACADEMY JUL 20, 2021

Awesome experience for our cadets and for one of our squadron's cadets to be featured in a new broadcast. #GoFlyCAP #gocivilairpatrol. Link [Here](#)



SQUADRON 188 OAKLAND

FIFTH TUESDAY JUNE 29, 2021

Last night during a hybrid in-person/virtual monthly all-hands meeting, Capt Rivas and 2d Lt Baldwin discussed the finer points of calling "Knock it off!" in any situation that anyone feels is unsafe. Monthly safety education is a critical part of our commitment to a Culture of Safety.

Here's a good article on the topic from the USAF Safety Center: <https://www.safety.af.mil/.../knock-it-off-knock-it-off/>



SQUADRON 192 SAN CARLOS

PROMOTION CEREMONY JULY 27, 2021

On 27 July, Squadron 192 held a promotion ceremony for Noelle Madden, who moved up to C/SrA. She has been very energetic and has promoted each time as fast as regs allowed. Pinning was by the Squadron Commander, Capt Stephen Collins, with assistance by 2d Lt Garrison Buchanan. Photos by SM Harry Sharp.



EMERGENCY SERVICES



PALO ALTO PUBLIC SAFETY MISSION

BY MAJ STEPHEN RENWICK

On July 4 of this year, CAP members from Sq 10 in Palo Alto were able to participate in a public-safety mission with local law enforcement. The mission was the "4th of July Safety Watch," and CAP members included Safety Officer Maj Jackie Tubis, aircrew 1st Lt Michael Gross, 2d Lt Ilia Shabalin, and Capt George Zioulas, comm staff Maj George Gadd and 1st Lt Richard Palm, and Incident Commander Maj Steve Renwick.

The objective of the mission, as described by Chief Ken Dueker, Director of Emergency Services for the City of Palo Alto, was to "Coordinate multiple agencies in the greater Palo Alto Foothills area of interest (AOI), including beyond the city limits [and] ... in the Wildland Urban Interface." Palo Alto and surrounding communities back up onto a forested area in the local hills between the San Francisco Bay and the ocean, and it was the agencies' job to ensure that no fires were started by unauthorized July 4 fireworks.

Although of course CAP cannot assist directly in law-enforcement missions, it was entirely within our purview to send up an airplane and reconnoiter the area, looking for fireworks, fire, smoke, or anything else posing a threat to public safety. Chief Dueker commented that, "The City of Palo Alto Office of Emergency Services (OES) is an example of a local public safety agency that has a standing relationship with CAP and also supports joint missions. One example is the annual 4th of July Safety Watch where OES partners with the local CAP Squadron (Sq. 10) to fly over the extensive wildland urban interface (WUI) in and near Palo Alto."

The mission started with an online meeting between the city and various other agencies in the area, including local fire departments, police departments, CAP, and Stanford University. Agency representatives were assigned different responsibilities and ensured that all were in agreement as to their roles and responsibilities.



IC Steve Renwick, Comm Unit Leader George Gadd, and agency liaison Brad Horak at the Mobile Emergency Operations Center.

As Dueker said, "The Palo Alto Mobile Emergency Operations Center (MEOC) was staffed by CAP mission command staff as well as by OES personnel, serving to support CAP operations and the multi-agency communications nets." The event also included amateur radio volunteers who provided observations and communications from various posts in the foothills, also linked to the MEOC. CAP members Tubis, Gadd, Palm, and Renwick reported to the MEOC. Meanwhile, the aircrew reported to the Palo Alto airport and launched on a sortie shortly after 1900 hours local time.

Continued on next page...

EMERGENCY SERVICES

PALO ALTO PUBLIC SAFETY MISSION

BY MAJ STEPHEN RENWICK
... CONTINUED

CAP, acting as an eye in the sky, proved to be an essential part of the operation. Multiple sightings were logged, and at least one resulted in local agency reps being dispatched to the scene. The aircraft landed around 2200 hours local time.

The mission was slightly out of the ordinary for CAP and counted as a success in working with local emergency services agencies and building relationships to support CAP's missions in ES as well as possible future work in disaster relief. The mission personnel enjoyed serving on that evening and are looking forward to the next time.



Pilot Michael Gross, observer George Zioulas, and scanner Iliia Shabalin prior to departure.



Pilot Michael Gross, observer George Zioulas, and scanner Iliia Shabalin in flight.

SUAS TRAINING

BY LT JOSE ALVAREZ

On July 24, 2021, under the supervision and leadership of Captain Hollerbach, Group 2 gathered in the City of Concord, CA to continue the sUAS training and mission readiness with the introduction and addition of the new Skydio X2D.

The team consisted of Capt Karin Hollerbach, Capt Louise Mateos, Capt Henry V Andruss, 1st Lt Kimate Richards, Lt Margaret Salimi, and Lt Jose Alvarez.

As of July 27, 2021, a total of 92 lives have been saved by Civil Air Patrol during this year. The Skydio X2D will enhance CAP capability on Emergency Services moving forward with its infrared cameras, this will provide us the ability to detect body heat during search and rescue mission, which was the scenario for this practice.

In addition to the introduction and testing of the Skydio X2D, Capt Mateos and Lt Salimi worked with "Flight Plan for DJI Drones" on their automation, planning and flying a parallel track search.

Capt Hollerbach will continue to beta test the Skydio X2D to ensure its mission readiness.



Capt Hollerbach introducing the Skydio X2D at Lime Ridge Park, Concord. CAP photo by Lt Jose Alvarez, CAWG



Capt Hollerbach, Capt Mateos, Capt Henry Andruss and Lt. Richards. Capt Hollerbach demonstrating Skydio's performances. CAP photo by Lt Jose Alvarez, CAWG



Capt Mateos and Lt Salimi working on their automation tools and scanning patterns. CAP photo by Lt Jose Alvarez, CAWG



Skydio X2D in action at Lime Ridge Park, Concord. CAP photo by Lt Jose Alvarez, CAWG

AEROSPACE EDUCATION



**HIGH ALTITUDE
BALLOON
CHALLENGE**

BY CAPT J. SPEARS
AND CAPT V. HENSON

Several Group 2 squadrons are participating in the **CAP High-Altitude Balloon Challenge**, in which Cadets are designing science experiments that will fly to the edge of space, 100,000 feet above the Earth, carried aloft from Indiana on a high-altitude balloon with LIVE tracking and an online event in August 2021. Squadrons 10, 18, 86, and 156 are hard at work designing the experiments, mission patches, and documenting the science in the experiments, and the results they hope to get.



STELLARXPLORERS

BY CAPT J. SPEARS



StellarXplorers is a challenging space system design competition involving all aspects of system development and operation, with a spacecraft and payload focus.

Teams are given a scenario describing the system's mission and constraints and the teams provide a solution to a typical space design problem, such as orbit determination, satellite component selection, and launch vehicle planning. The entire simulation is conducted using a tool called "System Tool Kit" which is an industry standard space-mission planning and simulation tool.



The STK program interface. Image source: Analytical Graphics, Inc.

"System Tool Kit" is an industry standard space-mission planning and simulation tool

Form a team in your Squadron to enter this competition. This year, a Civil Air Patrol team in Oregon won the national competition.

Click [Here](#) and [Here](#) for more Information.

AEROSPACE EDUCATION

CYBERPATRIOT

BY CAPT J. SPEARS

CyberPatriot is the National Youth Cyber Education Program created by the Air Force Association to inspire K- 12 students toward careers in cybersecurity or other science, technology, engineering, and mathematics (STEM) disciplines critical to our nation's future.



At the core of the program is the National Youth Cyber Defense Competition, the nation's largest cyber defense competition that puts high school and middle school students in charge of securing virtual networks.

Last year, Group 2's CyberPatriot competition teams ranked in the top 10% of all teams nationwide.



Squadron 156 cadets participating in the 2019 CyberPatriot competition

CyberPatriot exhibition rounds have started, and we are actively preparing for this year's competition.

If you are interested in participating in the CyberPatriot competition this year, please contact your Squadron AEO, Commander, or Capt Spears.

2021 CONGRESSIONAL APP CHALLENGE

BY CAPT J. SPEARS

The Congressional App Challenge's mission is to inspire, include, and innovate efforts around STEM, coding and computer science education.

Every year congressional representatives challenge students in their districts to create and submit their original apps for a chance to win the Congressional App Challenge (CAC). Each challenge is district-specific. As U.S. Representatives we publicly recognize our winning teams and each winning app may be put on display in the U.S. Capitol Building for one year. Additional prizes may be available. The Congressional Internet Caucus initiates the annual CAC. We have appointed the non-profit Internet Education Foundation to provide the CAC with supplemental staffing and support.



CIVIL AIR PATROL STEM ACADEMY

BY CAPT J. SPEARS

Group 2 cadets were in attendance at the California Wing Aerospace Education STEM Academy (AESA) when reporters from CW31 showed up to report on this amazing cadet activity.

Sergeant Paterson of Squadron 156 can be seen during the broadcast getting a tour of the C5 Galaxy as reporters interviewed Lt Col Ken Endrizzi, the AESA Course Director. In the background is Group 2's Maj. Mark Fridell. As a USAF pilot Maj Fridell used to fly the C-5 Galaxy.

The full report can be viewed here:
<https://gooddaysacramento.cbslo.com/video/5803846-civil-air-patrol-stem-academy/>



GoodDay on CW31, Sacramento on July 20, 2021

AEROSPACE EDUCATION

AEROSPACE EDUCATION PROGRAM FOR SENIOR MEMBERS

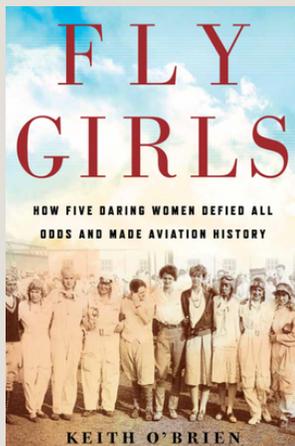
This award is based on the successful completion of the Yeager test, which is described in paragraph 2 of CAPR 280-2 and further described in CAPP 50-1. It is also discussed in CAPR 39-3, Award of CAP Medals, Ribbons and Certificates. After successful completion of the test, members are authorized to wear the Yeager Award ribbon. Members who earned the Spaatz Award as a cadet may be credited with completion of the Yeager test and are authorized to wear the Yeager Award ribbon. These Spaatz Award Winners can go to CAPR 40-1, Civil Air Patrol Senior Member Education & Training Program, for information on how to initiate action to receive the Yeager Award credit.



The links below will take you to the CAP Learning Management System (LMS) in eServices. You will have to log into eServices to access the tests.

To complete the requirements for the Yeager Award, follow the directions in the video presentation above right or click [Here](#) to view In Sharepoint.

AEROSPACE EDUCATION READING CORNER - "FLY GIRLS" BY KEITH O'BRIEN BY CAPT V. HENSON



AE Editor's Note: *I am an aficionado of books on aviation and space. I hope to include, each month, a brief description/review of an AE related book. Contributions of reviews are welcome!*

OK, so everyone knows who **Amelia Earhart** was, and we are all familiar with some of her early contributions to flying, especially to the cause of women in aviation, and almost everyone knows of her mysterious, tragic end. But it would be a great mistake to believe that Earhart was the first or even the leading pioneer for women in aviation, for neither appears to be the case. She is simply the most famous of a remarkable group of women who not only opened the doors of aviation for women, but achieved the status where they could compete directly with men for some of aviation's biggest prizes.

Do you know who **Florence Klingenberger** was? She was a high-school dropout from Fargo, ND. How about **Ruth Elder**, an Alabama divorcee? No? Doesn't ring a bell?

How about **Louise Fadden**, or **Ruth Nichols**? In their day Elder, Fadden, Klingenberger and Nichols were heroic, scandalous, downtrodden, deified, and vilified... all because they fell in love with aviation and pursued their aviation dream at all costs - including death, a fate that Earhart was not alone in suffering.

Keith O'Brien has woven together a remarkable tale of these five women, from widely diverse backgrounds, all motivated by their love of flying in the early days of flight. In O'Brien's well-documented telling (265 footnotes!), he paints an effective picture of the early, heady days of flight, and of how these women struggled to open aviation to women. While occasionally O'Brien's jumps in time are it is full of fascinating anecdotes that bring this "ancient" tale to life. At \$15.99 and running just under 300 pages, this volume is well-worth the cost. Available through Amazon.

AIRCREW PROFESSIONALISM AND SAFETY



EMERGENCIES PROCEDURES FLIGHT CLINIC

BY CAPT KEITH BRETON

The funds will expire 29 Aug 21, so If you have not taken a flight you have very little time to do it.

Group 2 pioneered the Emergency Procedures Flight Clinic a few years ago and this year the clinic has been adopted by the entire California wing. It is available to all CAP rated airplane pilots to participate in.

The objective is for our pilots to periodically practice those (fortunately) rare events that transform a normal flight into the abnormal. Pilots can choose their own topics to explore under the watchful supervision of a clinic instructor/mentor pilot.

If you are interested, review the materials provided here... [Emergency Procedures Clinic Materials](#) ...and make contact with our Group 2 DOV team (Capt Keith Breton or Lt Col Noel Luneau).

YOUTUBE ACTUAL OFF AIRPORT LANDING

INTERVIEW WITH COLIN
ARO BY LT COL NOEL
LUNEAU, ASST DOV

Noel: I'm here with Colin Aro, CFII, CFGI, Ph.D. and FAA Safety Team, Reno FSDO. During our Aircrew Professionalism Day on April 22, 2021, Colin kindly gave us an excellent talk about Off-Airport Landings - Enhancing Survivability.

I thought we would ask him back to discuss a recent video that has aired on YouTube with commentary from the student pilot. View the Video here: <https://www.youtube.com/watch?v=x3NTfiW17QA&t=0s>. The student pilot indicated that he ran out of fuel on a solo cross country.

Before we start it's important to remember that we are armchair quarterbacks, and we are in no way denigrating the student pilot in this situation. Not only did he survive the off-airport landing without any injuries, but it also appeared that the aircraft didn't suffer any damage. Any landing you can walk away from, as they say.

Noel: Colin, thank you so much for agreeing to assist San Francisco Bay Group 2 with our drive to continue to enhance Aircrew Professionalism.

As professional pilots and aviators we recognize the importance of learning from the situations of other aircrew and my goal is to discuss this event and discern what are the important teaching points that we utilize in our own flying.

Colin: Indeed. It *is* important to keep in mind that we are watching this video while sitting at a desk going zero knots. The ultimate outcome here is that the occupants are unhurt, and the airplane is also OK. Kudos there.

Noel: After you viewed the video, what was your overall impression of how the student pilot handled the engine failure?

Colin: Bottom line: occupants and aircraft are undamaged - great job!

It is interesting to see the stress reaction, but as I said earlier, the ultimate outcome here was a best-case scenario - the only better outcome would have been if he had a runway within gliding range...

Noel: I noticed that the Startle effect was 10 seconds long. Is this typical?

Colin: I sure noticed that too! When I teach engine failure, I force the student to count to four before taking any action. This is my way of simulating this "startle effect" - I am rethinking this based on this student's reaction. Four seconds seems minimal now.

AIRCREW PROFESSIONALISM AND SAFETY

Noel: My impression was that he prioritized his radio communications over the selection of a landing field. I imagine that there is a psychological desire of wanting to continue a conversation with somebody that you think will be able to help you get out of the situation you're in.

Colin: I noticed that too. He says a lot of things over the radio ("I'm touching down now") that are just verbal chaff and I also attributed that to being alone in the cockpit. Having a voice to talk to is comforting. We all want to reach out.

Noel: I teach that it's important to recognize the engine failure and immediately begin ABC's. That is A - Airspeed, B - Best Place to Land, C - Checklist, D - Declare an Emergency, and E - Execute an Emergency Landing. As Part of A - Airspeed in CAP we also want to ensure that the Bold-Faced items on the manufactures check list are followed. Do you have any mnemonics you use to teach off-airport landings?

Colin: Well, here's where we really venture into Monday morning quarterbacking. Post "startle effect" ABC type checklists are useful and get us to hit the important points where we cover all the potentially stupid mistakes we may have made.

Having done that, in a light GA aircraft, we're looking at a loss of fuel or a mechanical break.

So, in the video I think I hear him say that "oil pressure was zero". For me, that's the end of the checklist - if the oil pressure is zero, the engine is not coming back, so prepare for an off-airport landing. Otherwise, let's see if we are getting fuel to the engine - what's the fuel pressure?

The really bad problem in this video is that he seems to have run out of fuel - that really is inexcusable and is the one serious fault I see here. I never want to explain to the FAA why I didn't have enough fuel to complete the flight - a violation of the FARs.

Back to checklists: laughably my personal checklist is ABGUMPCFLiCTP, LoL. (Pronounced ayyybeeeeGUMPseeeflictpee) Autopilot, Belts, Gas, Undercarriage, Mixture, Prop, Carb heat, Flaps, Lights Carb heat, Transponder. Pump (fuel)

Notice, there are some duplicate items in there, that's OK. But this covers pretty much everything I fly in a generic way.

Now, as for his approach, I agree it is difficult to see the whole picture, but it looks like potential landing fields are plentiful - lucky because he doesn't seem to pick a landing spot and set up for it. Pick a spot and do the 'E' in your checklist - 'execute' the emergency landing per your training.

Just an aside: consider getting a glider rating, it's fun!

Noel: I noticed that he set the transponder to 7500 first and then 7700. What are your thoughts on setting it in this situation? Do you use "Hi Jack, I can't hear you, Help" as a mnemonic to teach your students to remember the codes?

Colin: Ha ha, at his altitude while talking to ATC? Ditch that checklist item, it won't help him now. Honestly, that's one thing I have never developed a mnemonic for. The transponder is not my priority.

Noel: I thought the student pilot did a great job of holding the yoke back throughout the landing roll. What are your thoughts on his technique and are there any tips that you would like to share?

Colin: Well, yoke back is just proper landing technique - let's get all the aerodynamic braking we can get.

Noel: I noticed that he uses his right hand and arm to brace against the glare shield. Is that the most effective position to brace for a collision? I assume that it may be dependent on the type of ground contact.

Colin: I saw him post his right hand on the console and wasn't sure if that was his motivation. I think the most effective technique in this situation is to have your belts cinched up and secure. Your arm is not going to help you in a 10G deceleration. Save your arm.

Insurance companies hate me for this: when the engine quits, the insurance company just bought the airplane. So don't do anything heroic or crazy to save the insurance company's new plane. The goal is to have all occupants survive - hopefully with no injuries. If we have to bash the airplane up in order for everyone to walk away, so be it.

Just don't stop suddenly! Dissipate the energy throughout the crash.

Noel: Thank you Colin Aro for assisting us in our quest for Aircrew Professionalism and Safety!!

Colin has a great article in [Lightspeed](#) titled [Off Airport Landings - Choosing the Right Spot and Enhancing Survivability](#), Check it out [Here](#).

AIRCREW PROFESSIONALISM AND SAFETY

THE IMPORTANCE OF AN HONEST SELF-ASSESSMENT

BY MAJ G.
MICHELOGIANNAKIS

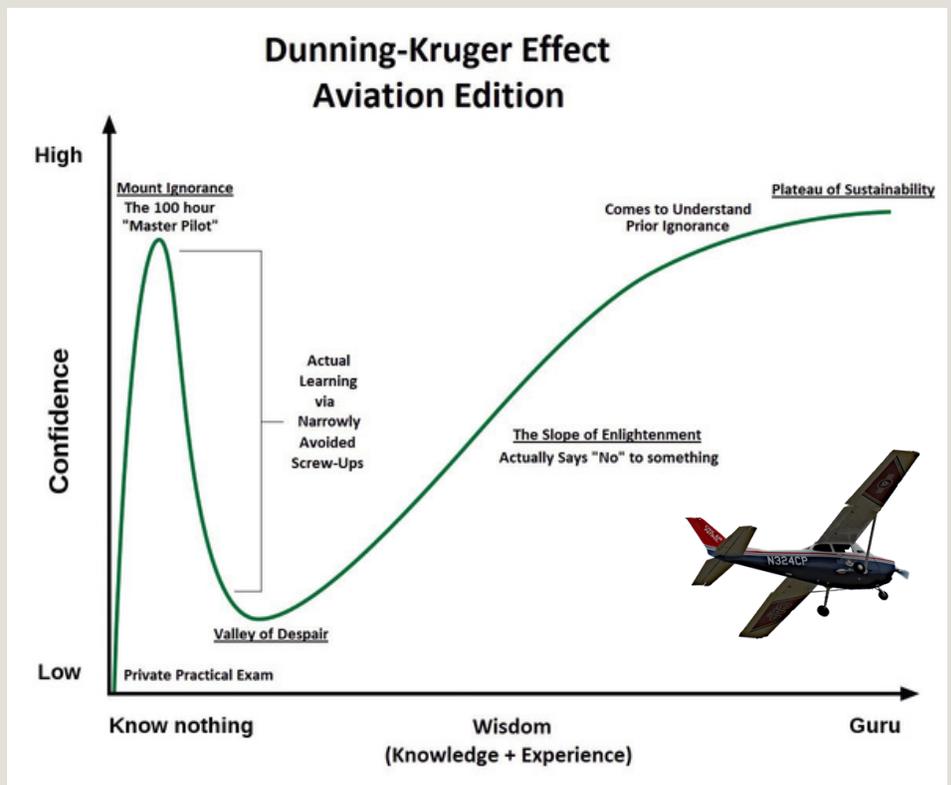
We all prefer to think of ourselves at our best moments. For instance, that time we scored the winning goal, were the mission observer for a day-long mission where we found the missing airplane, or landed with a stiff crosswind. But we neglect to connect those moments to the preparation and recency of practice that we had at the time. What would happen if we don't fly for years and then act as a mission observer again? Just because we excelled at something once upon a time, it doesn't mean we always will.

Being honest to ourselves is also being responsible to our fellow CAP members who depend on us for the mission or for their safety. We all know that ES ratings expire every three years. But should you really participate in a high-profile mission where the USAF is watching, if you haven't practiced at all in the last two years? Saying "no" and seeking refresher training is not a sign of weakness, it is a sign of responsibility and accountability. In my experience, people's respect for me increased after I declined a mission due to recency, not the other way around.

For our pilot friends, this shows up in CAPF 70-5 or CAPF 70-91 evaluations where members haven't flown recently or aren't feeling confident, but still attempt the evaluation anyway, sometimes because "I might as well try". While this is not fair to the check pilot, it also goes against our core value of excellence. Moreover, it also shows overconfidence that can get pilots in trouble in the future, by putting them in places and situations they aren't prepared to be in.

Self-assessment is a continuous process, not just an annual event before an exam. The FAA illustrates this with the figure below, which shows how a pilot's confidence grows too early and then sharply comes down.

Thankfully, the solution is simple. Let's be honest to ourselves and responsible to our fellow members by being cognizant of our limitations and striving to improve ourselves, such that our peak is yet to come.



As we gain experience, we have to be honest to ourselves about our own limitations and currency. Otherwise, experience may teach us our own limitations.

AIRCREW PROFESSIONALISM AND SAFETY

TURNING GEORGE OFF

CIVIL AIR PATROL
STAN/EVAL
NEWSLETTER - JULY
2021

Many of our airplanes are equipped with very capable autopilots. The GFC700 has capabilities that many airliners didn't have up until a few years ago. But as capable as our autopilots are, the most important thing we need to know about it is how to turn them off. Although our autopilots can be overpowered by a pilot (that is how they are designed), fighting an autopilot is not something that you want to do.

In normal operations, pressing the auto pilot disconnect button is all that is required. But we need to be prepared for situations where the autopilot will not disconnect. If you fight the autopilot, chances are you will create a severe out of trim condition as the autopilot moves the trim to counteract the pilot's input which makes the aircraft difficult to control. So, knowing how to get George to quit can be a serious matter.

In a recent issue of "Flying Lessons Weekly" we read the following:

"The first LESSON is how to disconnect the autopilot in the event of malfunction. The possibilities vary based on airplane type, but will always include some if not all of these actions:

- Pull the autopilot circuit breaker. This removes power from the autopilot, rendering it inoperative.
 - Pull the trim circuit breaker. This removed power from the electric trim system, which is the motive force of the autopilot. Turn off the avionics master switch. In a pinch this will remove power from the autopilot and trim system.
 - Turn off the battery and alternator switches. Overkill, perhaps, and a worst-case, but if you have to this will remove electricity from the autopilot and the trim that serves it.
- This is the LESSON we talk about fairly often. If you fly an aircraft with an autopilot, you should be able to list every possible way to turn it off** in the event it's doing something other than you want or can control.
- Push the **autopilot disconnect** button. A prominent pushbutton, often mounted on the upright portion of the pilot's control wheel, will shut off the autopilot when pushed. This same button may also interrupt the operation of electric trim associated with an autopilot for as long as you hold the button down and is usually the first step of a Trim Runaway emergency checklist. But pushing such a button once (and releasing it) will turn off the autopilot.
 - **Turn off the autopilot on the autopilot controller.** Self-explanatory.
 - **Switch off the trim switch.** Many autopilot trim systems have a toggle or rocker switch on the panel. Turn off the switch and you turn off the autopilot's ability to control the aircraft.

AIRCREW PROFESSIONALISM AND SAFETY

DOV LINKS

PROFESSIONAL EDUCATION

Aircrew Education

1. "Rust Never Sleeps"
 - a. *Aviation Safety Magazine* - Aug 24, 2020
 - b. Paywall link [Here](#)
2. Quiz: What Engine Part Is It?
 - a. Bold Method - Jul 23, 2021
 - b. Link [Here](#)
3. "The 5 Hazardous Attitudes in Aviation and How to Spot Them"
 - a. *Pilotinstitute* - Feb 6, 2021
 - b. Link [Here](#)



CAP424 taxiing at Livermore Airport during the Group 2 REIGNITE celebration

Accident Case Studies

1. "The end of Six Delta Fox"
 - a. *Aviation Safety Magazine*, James R. Warmkessel (CAP)
 - b. Link [Here](#) Note Paywall.
2. "Accident Case Study: Faulty Assumptions:
 - a. AOPA's Air Safety Institute
 - b. Link [Here](#)
3. "I'm really happy It went wrong In Burlington"
 - a. FAA - Jul 20, 2021
 - b. Link [Here](#)
4. Like a Cement Mixer Full of Rocks
 - a. FAA - July 1, 2021
 - b. Link [Here](#)



CAP aircraft line up at Livermore Airport during the Group 2 REIGNITE celebration

Aircrew Professionalism

- CAP Aircrew Professionalism
 - NHQ Aircraft Operations
 - Link [Here](#)
- Aviators Code of Conduct
 - NHQ Aircraft Operations
 - Link [Here](#)
- Aircrew Code of Conduct
 - NHQ Aircraft Operations
 - Link [Here](#)



CAP aircraft line up at Livermore Airport during the Group 2 REIGNITE celebration

EDUCATION AND TRAINING

GROUP 2 EDUCATION AND TRAINING ACHIEVEMENTS

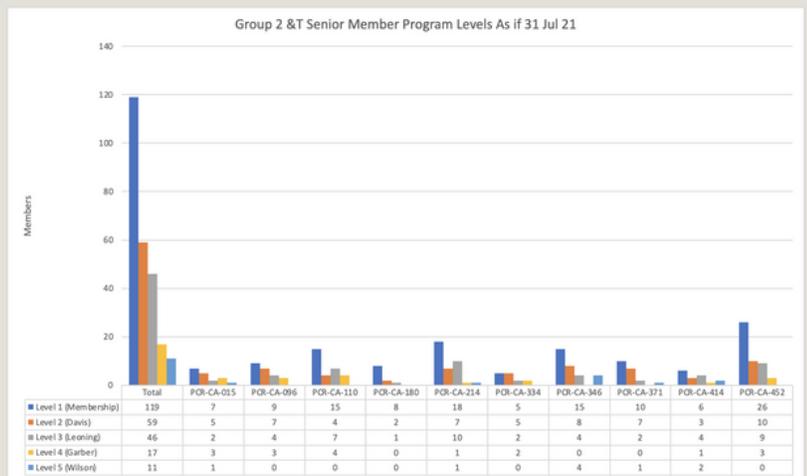
BY 1ST LT RICHARD WEST

July Senior Member E&T Program Levels

Lt Col Lawson, Shawn O (284815) [Gp2]
Level 5 – Gill Robb Wilson Award #3945
2021-07-21

1st Lt West, Richard (594385) [Sq80]
Level 4 – Paul E. Garber Award
2021-07-04

2d Lt Yang, Robin Y (651744) [Sq18]
Level 2 – Benjamin O. Davis, Jr. Award
2021-07-30



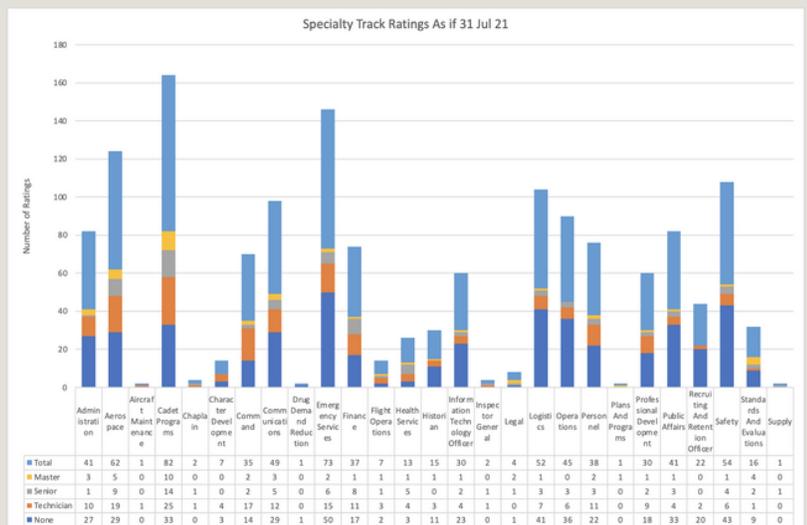
July Specialty Track Ratings

Capt Hockel, Peter I (497974) [Sq44]
Cadet Programs – Senior
2021-07-26

1st Lt Palm, Richard D (141653) [Sq80]
Communications – Technician
2021-07-01

1st Lt Lam, Leon (541753) [Sq36]
Finance – Technician
2021-07-06

Capt Spears, Joseph L (578345) [Sq156]
Emergency Services – Technician
2021-07-07



Maj Hayes, Jordan M (509186) [Sq188]
Finance – Technician
2021-07-23
Safety – Technician
2021-07-23

2d Lt Yang, Robin Y (651744) [Sq18]
Public Affairs – Technician
2021-07-28

EDUCATION AND TRAINING



BUILDING A STRONG CAP VOLU INSTRUCTOR CORE

BY 1ST LT RICHARD WEST

Wanted: CAP VoU Instructors

Civil Air Patrol Volunteer University (CAP VoU) provides the structure for implementing the Senior Member Education and Training Program. Think of CAP VoU as a university structure with provosts, deans, chairs, and instructors. While the first three handle the administrative aspects of CAP VoU, instructors are the key to making E&T work for senior members by providing opportunities to complete the required learning modules.

Unlike instructors for the legacy SLS and CLC, members must apply to become CAP VoU Instructors, take the required training, and receive the endorsement of their chain of command. Only CAP VoU Instructors are authorized to teach learning modules and award credit to participating members.

Without a sizable cadre of CAP VoU Instructors, Group 2 will be unable to effectively offer E&T opportunities to the broader membership. We need you to become a CAP VoU Instructor. Anyone can become a CAP VoU Instructor. We strongly encourage Commanders, Deputy Commanders (for Seniors), and Education and Training Officers to apply to allow you to teach learning modules as part of your squadron's regular meetings.

CAP VoU Instructors can teach either "online" as part of an online cohort run through CAP VoU or "face-to-face" which allows for in-person one-on-one or small group learning (including hybrid models using Teams).

CAP VoU Instructors can teach any level they have already completed, so anyone who has completed Levels 2 and 3 would provide valuable service in helping our members advance through those levels.

For more information:

- [the process for becoming an instructor](#)
- [the instructor application](#) (please answer "All" for question 9: "What level(s) do you want to teach?")

Gp2 CAP VoU Instructor Census

CAP Volunteer University makes knowing who the qualified instructors are incredibly complicated. Even when specific instructors are identified, it is very likely that CAP VoU has incorrect/incomplete set of credentials/permissions for them. This census is an attempt to locally address both of these issues. If you are a current or potential CAP VoU Instructor, please take a moment to [complete this census](#).

California Wing Education and Training is planning on piloting a "Level 2 Day" concept in the near future. Three CAP VoU Instructors minimum will be needed. Any Level 2 (or higher) CAP VoU Instructor or Assistant Instructor can teach and fulfill the service requirements for Levels 4 and 5.

EDUCATION AND TRAINING

2021 CALIFORNIA WING CONFERENCE E&T SESSIONS

BY 1ST LT RICHARD WEST

Two conference sessions will be dedicated to the Senior Member Education and Training Program. These are an opportunity to learn how to navigate the program and successfully implement the program within your unit.

<https://conference.cawgcap.org/>

Mechanics of E&T Systems

1530-1630 Thursday, 30 Sep 2021

On 4 Aug 2020, Civil Air Patrol replaced the Senior Member Professional Development Program with the Senior Member Education and Training Program. This conference session will cover the basics of the program, clarify terminology, and review the tools used to administer the program. With the program's one-year anniversary behind us, this session will provide a preview of any changes coming in FY22.



How to Conduct E&T at the Unit/Group

0800-0900 Saturday, 2 Oct 2021

Civil Air Patrol's Senior Member Education and Training Program promised to democratize the professional development. Gone were Squadron Leadership Schools, Corporate Learning Courses, Region Staff Colleges, and National Staff Colleges with limited offerings, travel, and lodging expenses. Members could pursue their professional development on their own terms and timelines close to home. However, how many squadrons and groups have been able to develop their programs to fulfil this noble goal? This conference session will cover the requirements to establish an instructor core, which echelon should handle which levels, and some tips on how to manage a successful program. Attendees will also be invited to share their experiences, good or bad, as an instructor or student.

While not required, it is recommended that attendees who are not too familiar with the structure of and tools for the Education and Training program attend the Mechanics of Education and Training conference session prior to attending this session.

FUN AND GAMES

ON GUARD QUIZ

BY 1ST LT RICHARD WEST

Each edition of On Guard will have a quiz. Each quiz is worth 500 points for correct answers and 500 points for speed. Speed points will be based on a par-time set by considering all responses. Time starts as soon as the quiz loads, so do not open the quiz until you are ready.

In every future edition of On Guard will publish the answers to the previous edition's quiz. Each edition will have a top-ten list of members who participated. To encourage participating in the quiz each edition, a top-ten list of members by cumulative score will also be published.

This edition of the On Guard Quiz comes from the San Francisco Bay Group 2 Reignite Celebration Pub Quiz. This five question round is the "Famous Female Firsts in Aerospace" round. Unless specifically stated, only enter the last name of the woman who answer the question. Spelling counts!



MYSTERY WORDSEARCH

BY 1ST LT RICHARD WEST

Up for a challenge? How about a wordsearch without an answer key? There are ten items hidden in this grid which are connected by a common theme. The hidden items can appear horizontally, vertically, and diagonally; possibly in reverse.

